

The Morganeer

SEPT
OCT
2019

Vol 42
Issue 5

Malta by Morgan *Ron and Kathi's Travels Continue*



THE JOURNAL OF THE 3/4 MORGAN GROUP, LTD.

NEW CLUB MEMBERS

Peter & Ellen Karassik	Duxbury, MA '05 Plus 8
Edward & Susan Muszala	Bridgewater, CT '67 Plus 4
James and Jeanne Nicholas	Waverly Township, PA '56
Tricia Nolan	TWP of Washington, NJ '70 Plus 8
Adam Stringer and Beth Zopf	Brooklyn, NY '16 M3W

Welcome to the club and we hope
to see you at an event soon.

FROM THE PRESIDENT

There is no such thing as a typical Autumn MOG, each one has its own special flare. The same is true of our Morgans; I know we all feel that our cars are as unique and individual as we are.

Life's normal delays put me a bit behind on my article, and increased my pressure to be witty, creative, innovative, to please my editor and still make the deadline.

Seeking inspiration, I glanced back at previous articles. As I reread, I noticed there was a strong trend about our cars and our lives. We have discussed the meaning of 'to gather', we talked about recognizing things to be thankful for, and even reviewed the historical tribal culture and how we need it to survive in life, now even more than ever.

Edward Herrmann, actor and Dodge's advertising spokesman, said "I thought cars were essential ingredients of life itself." Certainly I can relate to that. Who hasn't had the stress relief provided by a wander down the road with a friend in our car? And if we can get a group together for a drive, so much the better.

Our group, our tribe, consists specifically of our Morgan friends...wait, is that our Morgan friends, as in the people who own cars - or the cars themselves. Hmmm. As a side note, this April, the New York Post headline was "Do you consider your car more than just a car? Well, you're not alone, because 64% of Americans say they actually consider their car a friend." I guess we get two for the price of one.



I always find, after attending events such as Autumn MOG, that I come away with a great sense of renewal. However reluctant I was to pack up the car and drive all that way - sometimes in dreadful weather - to end up at a formal thingamabob (my technical term for a Morgan weekend) I wind up feeling revitalized and excited from being involved with my fellow Morgan owners.

Chris Bangle is a designer who has worked for Fiat, Opel, Rolls Royce, and BMW, among other companies. He notes that "Cars are not a suit of clothes; cars are an avatar. Cars are an expansion of yourself: they take your thoughts, your ideas, your emotions, and they multiply it."

That's what we do together, why we gather. We multiply our enjoyment in each other, our cars, in our lives. That's why we MOG. So, to paraphrase a great Jedi Master, Mog or Mog not, there is no question!!

CONTENTS

Autumn MOG 2019	p. 5
Malta by Morgan	p. 16
Our '66 Morgan Saga	p. 18
Cape Summer Run	p. 23
Goodbye Old Blue	p. 26
GPS for Morgans	p. 27
Tech Talk	p. 30



FROM THE EDITOR



Well, it is definitely summer. Warm sunny days, lingering twilight, time on our hands - a perfect combination for getting out there and driving our Morgans. It seems lately every time I walk out to the garage I hear this eerie voice echoing from the far bay (where my Drophead sits) saying *'drive me, drive me'*. Okay, so that's a bit of a stretch. But I must admit that the Morgan is usually my daily driver of choice this time of year. Not to mention the attention it always gets wherever we go. Just another of the joys of driving a Morgan. I hope you are experiencing it also.

Starting off this issue is our second Autumn MOG preview. If you are still fence sitting, NOW is the time to commit. Our team of Autumn MOG volunteers, led by chair **Tom Austin** and co-chair president **Maura**, have been working hard and generously giving their time and talent to organize our BIG club event of the year. As I have said before "All we need now is YOU." (Well, hopefully your Morgan also.) See you there?

This issue's feature article has a bit of a historic twist. The island of Malta lies right in the middle of the Mediterranean Sea, almost exactly halfway between Sicily and the coast of Libya. It is also one of the lesser known stories of World War II. Then a British possession, the British Mediterranean fleet and a hand-

ful of brave Spitfire pilots defended the island from the German and Italian navies, the Luftwaffe and the Italian bombers trying to bring a small, brave resilient population to its knees. But these stoic islanders resisted the bombings, lack of food and other deprivations until the siege was broken and a resupply ship finally made it through. And what does this have to do with our Morgan club and the Morganeer you ask? Well, as you will notice from a closer look at our cover photo, our intrepid European travelers **Ron and Kathi Garner** decided, after their tour of Sicily, that, rather than return to mainland Italy they should take their Drophead Coupe 'Bene' for a tour of Malta. And what do you think they found there? Amazingly, other Morgan owners (they still drive on the left there also). See our feature article for the wonderful story.

Next we hear from New England North Area Captain **Larry Sheehan**, who once again, along with wife Sue, hosted a Summer Cape Run beginning at his new place and ending at a local country club for lunch. A beautiful summer day, a good turnout and a lovely ride through the back roads of the Fal-mouth area of 'the Cape' made for a memorable Morgan meander.

Everyone who has gone through a Morgan rebuild, doing most of the work themselves, will certainly identify with **Erwin and Ellen Dressell's** excellent article on the trials and tribulations of this challenging yet rewarding task. Their rebuilt Plus 4 made its club debut at the British Cars By The Sea event, reported in our last *Morganeer* issue. The Dressell's article, subtitled 'The Beginning' ends half way through the rebuild. So I hope we can look forward to a 'Rebuild Part 2' follow-on article detailing all those little final time consuming details that need to be attended to before putting a Morgan back on the road. Yes indeed, Erwin & Ellen, many of us have 'been there'. Congratulations on completion of your project.

Those of you who tend toward the 'techie type' will appreciate frequent contributor **Jonathan Kinghorn's** amusing article on adding GPS to

your car's instrumentation. (Note of CAUTION: Paragraph two makes a strong argument for NOT trying to use a cell phone while driving your Morgan.) Although I personally prefer good old fashioned road maps (yes they still make those, but they are becoming rare, although still available for FREE if you are an AAA member), I realize I am becoming a bit of an anachronism. My Drophead doesn't even have a radio. But if you feel you must have GPS, Jonathan tells you how to install. What will be next? Sirius XM radio, Bluetooth... cruise control, autopilot?

Well, once again I hear this eerie voice emanating from the garage - *'drive me, drive me'*. There must be something I need from town. Oh yeah, more beer. Off I go!

The road goes on forever,
Frank

British Marque

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Morgans at the Audrain Concours and Motor Week, *Newport, RI*

Jamie Goodson

Audrain's Newport Concours & Motor Week is a celebration of the history of sportsmanship and motoring in Newport, Rhode Island. The event is organized by the Audrain Automobile Museum with venues at the various Newport mansions. This promises to be one of the premier automotive events on the East Coast. The dates are 3-6 October, 2019. Further information is at www.audrainconcours.com.

Morgans will be present at a tent sponsored by Christopher John Ltd, the Daytona Beach, Florida Morgan dealer, with support from the Morgan Motor Company. There will be 3/4 Group member cars included in the display and Christopher John will have represen-



tation at the tent to answer questions about Morgans new and old.

If you are planning to attend the Audrain Motor Week and Concours in October, please drop by the Morgan tent at the Rough Point Mansion.

We wish all involved a wonderful event.

Photo:

Imagine this drive at Doris Duke's Rough Point mansion in Newport full of Morgans. Will one be yours?



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FOR SALE

1982 Morgan Plus 8 for sale. Royal ivory w/dark brown leather interior w/dark brown mohair top. Wings off restoration in '07 by Allon White in UK. RHD w/over 116K miles. 3.5L Rover V8 w/ Edelbrock intake manifold & Weber made 500 CFM carb. Call Joe Schell (302)697-3629 for details. More photos and list of work done during restoration and since available on request.



AUTUMN MOG 2019: *Return to The Peak!*

Maura Hall & Tom Austin

The peak, that is, of your fall Autumn Morgan experience! Start the count down, it's almost here! You can use the link on the website for registration, and it will also be included in this Morganeer. Don't delay, join your fellow Morganeers for a weekend of fun and friends this September.

Please note our room block will be held until August 19th. After this day any rooms that are not reserved will be released for the general public. As long as they still have availability, we Jiminy Peak will honor the group rate even after August 19th. However, we encourage you to make reservations right away.

Schedule Of Events

Thursday Early arrivals gather.
Dinner on your own/small groups

Friday Traditional Autocross at the nearby Berkshire Mall parking lot - organized by Scott Willoughby

Check-in and socializing at Hospitality Suite
Dinner at '6 House Pub in Williamstown.
Sign up on Registration form

Saturday Concours at nearby Hancock Shaker Village lunch available at village
Rally in afternoon. Organized by Jim Nichol
Awards dinner at Jiminy Peak

Sunday Annual Meeting
Farewells

Your Autumn MOG 2019 Team of Volunteers

Autumn MOG Chairs: Tom Austin, Maura Hall

Admin/Registration: Maura Hall

On Site Liaison: Richard & Elizabeth Williams

Autocross: Scott Willoughby

Concours: Brent & Anne Follweiler

Rally: Jim Nichol

Hospitality: Alison DeKleine and Morgan Malone

Auction: Bob & Jeri Cohn

Autumn MOG Concours

This year's Concours will once again be held on the Hancock Shaker Village Green. What a beautiful venue for a Concours! Idyllic surroundings after an invigorating drive. Plenty of room for enjoying the cars. Everyone, including other visitors to the Village, is encouraged to fill out a People's Choice ballot. The first place winners in each of the seven classes are then judged, using specific criteria: Exterior/Interior/Engine/Chassis, Wheels and Tires/Authenticity. After voting and enjoying looking at the cars, there is still much to see and do in the Village. Food is available for snacks and/or lunch. Plan to spend a very enjoyable morning at the Village. Looking forward to seeing you there!

Concours Schedule

- 9:00** Ground Crew prepares Concours Site at Hancock Shaker Village
- 9:10** First cars leave Jiminy Peak for the Concours site
- 9:30** First cars arrive at Concours site and are placed in their Class position
- 10:00** People's Choice Balloting and Hat Contest Judging starts
- 11:00** People's Choice Balloting ends
- 11:15** Concours Judges Meeting
- 11:30** First Place Winners in each Class announced Judging begins for Best in Show
- 1:00** Concours ends

Brent & Anne

Autumn MOG Rally

Once more we have the good fortune of Morgan friendly roads around both the Hancock Shaker Village and our headquarters, Jiminy Peak Resort. That's the good news... however, we also find that east-west routes are somewhat difficult to come by.

That said, we think we've found some fun roads and a reasonable distance. As to questions to answer, we shall see...

Your rally master has spent many hours honing this year's route and with any luck you'll all agree (At least a bit!). The route is also easily followed for those who wish only to enjoy a pleasant drive.

Jim (Rally Master)
Nichol

Autumn MOG Auction

Help this year's Autumn MOG while doing a house cleaning or jutting down. Check your garage, basement, book shelves - even your wine cellar, etc. If you are creative, make something. If you are a professional donate your skill. If you are a baker donate cookies. If you own property that can be used by others, we want it. If you own season tickets to any entertainment venues offer them. So, put your thinking caps on and be generous.

Call it antique or call it junk, if it doesn't sell you are bringing it home with you. Will the Block Island 3-day weekend once again be the most attractive item? Can we beat Tom's last record accomplishment? Let's give it a go!

Bob & Jeri Cohn



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AUTUMN MOG AUTOCROSS

Friday, September 19th, 11:30 to 3pm

J. Scott Willoughby



Thanks Again to Linda & Larry Eckler at Morgan Motors of New England for sponsoring the Autumn MOG Autocross! After taking a year off, J Scott Willoughby returns as our Autocross Chairman! Larry will be assisting in course layout. This years autocross is taking place at:

Berkshire Mall
In the old Sears Parking lot
123 Old State Rd.
Lanesborough, Ma 01237
<https://goo.gl/maps/FmWwuTmjtd8Ri8s26>

The old Sears parking lot is one of the more open areas we've had access to. We have plenty of room to stretch out and make a great course. So it should be very fun with fewer bumps and rough than in the past. Again this year both veterans and "newbies" can really experience and enjoy Autocross, no matter their pace. Come just to see what it's all about. Low speeds, lots of concentration, and chances to improve make this a truly fun activity.

Autocross is FUN! It only requires a car, a driver and the desire to have some fun in your Morgan. Your Morgan can do far more than you realize. It's not just about going fast and turning quickly. It's about learning the limits and temperament of your car. This will improve your knowledge and safety skills when driving your baby.

If you have never tried Autocross before, this is your chance to see what you and your car can do, so come join us. We promise, it really is a lot of fun. If you've never done this before, so what! We'll show you the ropes, walk the course with you and make sure that you understand what to do.

There will be a walk through beginning at 11:30 AM and before each heat. We will discuss how to drive the course and improve your driving and give you hints on making better runs.

We'll be available most of the day to answer questions and give guidance.

We understand that people will be arriving throughout the day. It will help our planning if you could please let Scott Willoughby know, in advance of the event, when to expect you. Contact Scott at garudaville@earthlink.net

Set-up is at 10 AM (Unless you have volunteered for set up you can arrive anytime). We should be ready to do Tech inspections about 11:00 AM and get the first heat going at approximately 11:30. We will run 3- 4 heats of 10 cars each, and everyone should get four runs on the course. Extra runs will be available if time and volunteers permit. Last heat begins at 2:30 if you are not teched by then you will not be able to run.

IMPORTANT!

- All cars running must pass tech & all drivers and passengers must wear helmets!
- Passengers are not allowed during your competitive runs after you complete your first 4 runs you may take passengers on the course.
- Fun runs will be allowed after everyone has had their timed runs.

SAFETY IS IMPORTANT!

- **All cars** will be required to pass a basic Tech Inspection.

Items checked will include: Loose objects, Brakes, Tires, Throttle return, front end tightness and Steering will be checked.

- You must remove ALL loose objects from; the cockpit, under seats and tool box. Luggage should be removed from racks as well. There should be no loose objects ANYWHERE in your car. Stuff flying around the car can injure you or a course worker, damage your car or even get caught under a pedal.
- Tire pressure should be 30 to 35 psi.
- Seat belts must be worn.
- All drivers must wear a helmet. We need helmets! So... PLEASE bring a helmet to share if you have an extra bring that too.

Finally, we need a couple of volunteers willing to be there early to help set up (10 AM) and volunteers from the later arrivals to help with time keeping.

Please note: All participants are expected to work on the course for at least one heat. Once you have run, or before you run, please help work the course.

Questions or need directions: call Scott at 908-500-3184

AUTUMN MOG 2019

SEPTEMBER 20-22

JIMINY PEAK RESORT
HANCOCK, MA



General Information: PLEASE PRINT LEGIBLY

Driver _____ Navigator _____

Address _____

Cell Phone _____ Home Phone _____

Email _____

Others in party _____

Morgan(s): if bringing more than one, please submit information for all cars separately.

Year: _____ Class: please check one

____ Vintage (Flat Rad, Trike) ____ Plus 8 pre-1995 ____ Plus 8 1995 and newer

____ 4/4 ____ Plus 4 (2 seats) ____ Plus 4 (4 seats)/DHC

____ New (Aero, Trike)

Are you a 3 /4 Club Member? ____ Yes ____ No. If not, would you like to join? ____ Yes ____ No

Event Details:

Friday Dinner (not included with registration) at the 1896 House, Williamstown

The '6 House Pub _____ Guests at \$45 per person = \$ _____

Includes salad, entrée, dessert, coffee and tea, tax and gratuity. Please indicate your choices below.

Chicken Marsala _____ Sirloin tips _____ Baked Scrod _____

Lobster Bisque ____ OR New England Clam Chowder _____

Event Registration – Includes Hospitality, Autocross, Concours, Rally and Banquet

_____ Single x\$135 = \$ _____

_____ Couples x\$260 = \$ _____

Please Register by August 24. After Aug. 24 please add \$10 late fee. Thank you

TOTAL EVENT REGISTRATION _____

Please include a check for the total made payable to 3/ 4 Morgan Group LTD.

Mail form and check to Maura Hall, 25 Webster St, Saratoga Springs, NY 12866

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The Morganeer

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MALTA BY MORGAN

Ron Garner

Anyone relying on GPS (satnav) as much as I do has stories. My classic happened in Kentucky. I was returning to the airport from a job in Cincinnati. I was running a bit late but company policy required that I return the rental car with a full tank of gas. When I was in sight of the airport I queried Honey Bunny, my GPS, for nearby gas stations. Only two and a half miles away she said. Following her directions I left the highway at the next exit, made a few turns and continued on a road with a really large river on the left. And Honey Bunny said: "Turn left at Ferry Landing Road". Why do I remember the name of the street? The next instruction was "Take ferry". So much for filling the tank before my flight.

Now it is a different ferry; one that I wanted to be on. Kathi and I and our 1967 Morgan BENE were about to land in Valletta Malta. We've been staying in Marzamemi, Sicily for the month of May; why not take a few days and visit Malta? The Virtu Ferry offices are in Pozzallo, less than an hour away from our apartment. We made a test drive to the ferry office and bought tickets. Then I did some research and found out that Malta was for a long time an English colony and, more important at the moment, they drive on the left! I'm not

comfortable driving on the left. When visiting England I am terrified to drive alone and always impose on my friend Geoff Roberts to meet and lead me. No Geoff today. I'm a bit tense; go slow I tell myself, follow the cars in front; piece of cake. Kathi is less confident. The ferry doors open and Honey Bunny #@!#! can't locate satellites. Happily the Maltese anticipate that drivers from abroad could be challenged so all the roads leading from the terminal are one way. Cool!

Our B&B is about thirty minutes from the ferry in the village of Gudja. The GPS finally finds some satellites and we are on our way. Then the roads become two way and there is construction everywhere. Apparently Malta is undergoing a boom in road construction and the GPS had no clue. We go round and round the same detours several times. The anticipated half hour became an hour and a half of not knowing where I was going and being on the wrong side going there. When we finally arrive at





the destination, Talbot and Bons, it is not what I expected. This was a high rise commercial building next to the airport with the usual airport pay parking lots. We unload the car and drag our stuff to what I now presume is more a hotel than a B&B. Wrong again. Talbot and Bons is also a restaurant. We are at the restaurant not the B&B. A waiter assures us that we can walk to the B&B.

On foot we get lost because of construction (again) return to the car and Google the B&B address; 95 Triq Il-Kbira. Just try to enter that street name in Honey Bunny: No luck, so I poke what I think is the location on the GPS map display.

Photos:

Top: The Malta Morgan clan gathers at Popeye village

Bottom: Kathi at the beach in Gnejna Does the sign say No Tops or No Topless?
But definitely No Naked (Flames)!

Opposite page

Top: Malta Morgan Group badge
(Designed by and available from: Reno Psaila
(reno.psaila@outlook.com))

Bottom: Kathi and Bene wait to board the ferry in Pozzallo.



We eventually do get there. It is very nondescript with minimal signage. That is my excuse for passing it several times, both driving and then also on foot. But what a charming small village! The streets are barely one car wide with no parking on either side. Maybe there is a very narrow sidewalk, maybe not. Oh yes; these are two way streets. If you meet someone driving the other direction one of you has to reverse out. Somehow the locals know the pecking order and it works.

We selected the B&B on Booking.com. For us this is standard procedure. We filter the listings for the important stuff: A. en-suite bath B. Parking. Everything else is a bonus. This time we got the bath and the double bed and a large and beautifully decorated room

with limestone block walls on the top floor overlooking a small swimming pool. Some of the stairs leading to the room are age worn stone and historically protected. The staff was helpful and the owners really nice; but there was no parking. We parked on the street in front of Talbot and Bons. It was first come first served parking but, luckily, it was not a problem and BENE did look nice in that setting.

The day before we were to leave Sicily Kathi posted some pictures to her Facebook page and asked if anyone knew of any Morgans in Malta. Herman Pol (well known as the official Morgan historian and badge merchant from the Netherlands) responded with contact information for Reno Psaila whom we contacted. Our travels have covered

many miles and countries in Europe. Whenever possible we try to make contact with fellow Morgan enthusiasts. Reno replied and suggested we meet the following Thursday, if it didn't rain.

Come Thursday morning Reno emailed that he would meet us at the B&B. Of course I rejoiced; I could follow someone! Next we got an email that he had started out but had to turn back because it started to drizzle. Just wait another hour and it will clear. OK. When the sun finally did come out Reno suggested we meet in Rabat near the closed village of Mdina. I was not the happiest of campers to be on my own but it is still better than visiting a new country with no guidance. Remember I started this discussion with the tale of GPS woes. They were not over. We made our way with only one or two wrong lane near misses to the point where Honey Bunny assured us that we were only 2.45 minutes away from our rendezvous. I love that kind of precision. She ordered me to turn left. I obeyed. Up a rural road with rather rough pavement that continually narrowed and became more broken. After fifteen minutes of climbing (the vistas were spectacular) we confronted a stopped van behind which the road ended! I turned the Morgan around in its own length and backtracked.

I really don't know what happened after that. There were certainly a few near misses because I'm concentrating on directions and instinctively dodge traffic to the right (WRONG!) but at some point my salvation came with Reno passing in the opposite direction in his blue and cream 4/4 and several onlookers from above yelling for me to turn to the right up the hill. I arrived!

Instantly we felt at home. Reno and his wife Viviane were there with two other Morgans: Charles and Sandy Vassallo (red 4/4) and Anthony and Rita Borg (green 4/4). It is amazing how in this old car community you can feel welcome and comfortable with people who were, only minutes ago, strangers. After my blood pressure returned to normal and we finished our introductions we set off in line, with me behind Reno and the others following. No GPS now.

We drove by Mdina, the ancient former capitol closed to traffic and often



called the Silent City, and on to Gnejena Bay where we stopped on the beach for an espresso. This was our first opportunity to chat and get to know each other and we made the best of it. From the sand at Gnejena Bay we convoyed to Popeye Village. Really! In 1980 Robert Altman directed the movie Popeye starring Robin Williams. They leased land and built a small town for the set that remains as a tourist attraction today. Since virtually all construction in Malta is masonry the clap-trap wood shanties are a novelty.

It was past lunchtime so we stopped at the village restaurant. I was sitting across from Sandy Vassello when she said: "18 Euro for a hamburger?" We left. (After returning home Kathi and I rented the Popeye movie. It was terrible!) We made the short drive to Meliëha Square for a good lunch and more camaraderie. Thus far our route has taken us from the south central, more or less west and north. Our last stop of the day was near Slugs Bay at the northern most tip of the island. Here we made a ceremony of adding a Malta flag sticker to the inside of Bene's bonnet. Great fun; excellent new friends.

Our return ferry was scheduled for the next afternoon. After the B&B breakfast and a morning walk around Gudjia we drove back to Valletta. This is no village. It is a big city with the unfortunate plague of cruise ships. Nevertheless it has fantastic history and sights. We walked seemingly forever always stumbling into some museum, historical site, or just pausing to take in the spectacular vista over the harbor. Valletta was chock full of tourists. We wanted lunch but did not want the usual tourist treatment.

On a side street I went down some stairs from the street to what promised to be a restaurant. Further down were a few tables and a tiny bar. We were the only ones there. The waiter, a young import from Slovenia, assured us that the restaurant was indeed open. We drank some wine. After a while we ordered. About when the food was expected the waiter fessed up that the chef had not yet arrived from his other job but that he would be there shortly. We had lots of time before the ferry so we waited.



In the meantime we explored the rest of the restaurant. Cylindrical, All stone, a former water cistern three stories below the street with tables on two of the lower levels and the kitchen on the bottom. The chef arrived, the lunch was excellent as was the conversation with both waiter and chef but how could you top having lunch down a well?

Our one day driving tour covered much of the Island of Malta. The scenery was spectacular. Malta we discover has many different environments in its relatively small area. Near the ferry where we landed, it was very urban. In Gudja it was compact and dense but still a village. On the roads we traversed it is was rural with lace pattern caves

in stone cliffs framing the most incredibly blue and turquoise depths along the seacoast. It seems that we saw so much but that there was still so much missed.

I think our visit inspired Reno to follow up on his idea of forming a Malta Morgan Group. He designed and commissioned a group badge. Bravo! Kathi and I are proud to be honorary members. With luck, Bene will have the Malta Morgan Group badge mounted for our hoped for return late October.

Photos:

Top: Reno adds Malta flag to under side of Bene's bonnet.

Opposite page: In Valletta



3 WHEELERS:

NEW 2019 Morgan 3 WHEELER

Fashioned after the 2010 Geneva Show "RAF Spitfire" Editione

NEW 2018 Morgan 3 WHEELER

Geneva Show car Heritage Edition Rolls Royce Woodlands Green Metallic

2017 3 WHEELER Fully polished SuperForm aluminum, black quilted leather, 231 miles // LAND'S END TRIALS EDITION

2014 3 WHEELER Grabber Blue, Scarlet Red leather, 2.6k miles, 1 owner.

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2013 3 WHEELER Sport Green/Honey leather, brand new engine, clutch, \$26k in just done upgrades!!

ROADSTERS:

NEW 2019 Morgan 3.7 V6 ROADSTER

Tribute '65 America, Avril Blue Pearl Met./ Saddle Leather with tan piping and accents, mohair top, alloy wheels, A/C, In Stock

NEW 2019 Morgan 3.7 V6 ROADSTER

British Racing Green/Honey Tan Leather, Dark Green mohair top and weather equipment // ARRIVING SOON

NEW 2019 Morgan Plus 4 Glacial Silver Body/ Black Wings/Scarlet Red Leather; Club Sport spec tuned ECU and exhaust, In Stock

2010 Morgan AERO SUPERSPORT

Zurallic Blue with Muirhead Distressed Tan leather, Silver Steel Roof and Wheels, 1,500 miles

2010 Morgan AERO SUPERSPORT

Alcatraz Silver Grey Metallic/two tone grey quilted leather interior, black wheels and tops, 2,800 miles

2005 Morgan AERO 8 Green Metallic, Tan, 2.7k miles

2005 Morgan 3.0 V6 ROADSTER Dark Silver Metallic, Yarwood Pale Grey

2003 Morgan PLUS 8 35TH

ANNIVERSARY EDITION, Silver body/ Blue wings, Blue softtop, Grey perforated leather, piped in blue

2003 Morgan PLUS 8 35TH

ANNIVERSARY EDITION, Jaguar Platinum Silver/Muirhead Mulberry Leather Sport Seats

2003 Morgan PLUS 8 35TH

ANNIVERSARY Bugatti Blue/ Black leather with blue piping

2002 Morgan PLUS 8 LEMANS

'62 BRG body-white hard top/Black leather // RIGHT HAND DRIVE - #01 OF 40

1998 Morgan PLUS 8 Cranberry Red Metallic/Caramel leather, Superform alloy body, 4.0 liter engine/5 speed, Beautifully kept, low miles.

1967 Morgan Plus 4, DropHead Coupe, Ivory/Green Wings, Ivory leather // New GREATLY REDUCED PRICING

1967 Morgan Plus 4, Four passenger SuperSport perfect clone, ground up restoration

1964 Morgan Plus 4 DropHead Coupe LHD, BRG/Caramel leather // HUGE PRICE REDUCTION!

1963 Morgan Plus 4 Corsa Red/Tan leathern Beautifully maintained and ready to show or drive anywhere

1963 Morgan Plus 4 SUPERSPORT 1 of 101 Factory SuperSports, Red/ Black leather // UNDERGOING LITERALLY EVERY NUT AND BOLT CORRECT RESTORATION TO HIGHEST STANDARDS.

1958 Morgan Plus 4 DropHead Coupe, Regency Red/Black // 100TH ANNIVERSARY BEST IN SHOW WINNER

1953 Morgan Plus 4, Ming Blue/Black Monterey Historics History, stunning!!

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The 3/4 Morgan Group Ltd SCHEDULE OF EVENTS 2019

<u>DATE</u>	<u>EVENT</u>	<u>HOST/CONTACT</u>
Fri-Mon Aug 29-Sep 2	*Lime Rock Historic Festival Lime Rock Park, CT	Steve Schefbauer sschefbauer@aol.com
Fri-Sun Sept 13-15	British Invasion Stowe, Vermont register at britishinvasion.com	Mike and Linda Baker 802-434-2084 lindabaker8847@gmail.com
Sat-Sun Sept 14-15	Foreign Auto Festival Owls Head Transportation Museum Owls Head, Maine (see ohm.org for details).	Mid Maine Sports Car Club Frank Wnek 207-729-6300
Sun Sep 15	Caffeine & Carburetors Zumbach's Coffee New Canaan, CT	Tom Smith (see above)
Fri-Sun Sep 20-22	Autumn MOG Jiminy Peak Resort Hancock, MA	Tom Austin tom.austin@gmail.com
Sun Oct 20	Caffeine & Carburetors Zumbach's Coffee New Canaan, CT	Tom Smith (see above)
Sun Oct 20 Sun (rain date)	British Car Day At Old Rhinebeck Aerodrome Rhinebeck, NY	Jim Nichol jhalfdine@aol.com

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MALTA BY MORGAN

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Entering Valletto harbor; welcome to Malta



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Gudja village



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Ancient door knockers



OUR 1966 MORGAN SAGA

The Beginning

Erwin and Ellen Dressell



I learned the hard way - what's shiny on the outside could be pure rust and rot on the inside. What started out as a simple fix the clutch job had turned into a bottom up restoration. Luckily for me, somehow this 51 year old car has grown on my wife, Ellen.

We purchased a new frame and firewall, and after weeks of disassembly and study determined it would be prudent to get a new tub also. I had

learned after contacting the Morgan Motor Company in England there were no Blueprints to be had. We ordered a new tub and after waiting six months we learned that the factory in Malvern England built and shipped the wrong one! After another six months we did get our new tub with rusty handprints all over it. The metal had not been protected in any way prior to shipping.

Working some long hours, we got the tub sanded and primed. What a

surprise that this modern primer out-gasses for some 24 hours and it can really make you sick. After priming the tub I moved it inside our shop. The next day while working around the tub I got sicker than a dog from the outgassing. What's unique about the tub is that it is framed out with Belgian white ash.

Locating the tub on our new frame was another nightmare. None of the bolt holes are drilled, so you are on your own when it comes to location. You just clamp everything in place and when you finally place the bonnet (hood) you'll know if the body needs to move forward or back!

What turned out to be shocking was the one quarter inch gaps between the frame and our

Photos:

Above: A typically rotted Morgan ash tub - time for replacement

Left: A good lift really helps the chassis buildup

Opposite page:

Top: Erwin fashions a new dashboard

Middle: New tub in place

Bottom: Fitting of front wings, cowl and bonnet. Now it's time to disassemble for painting



new tub. It didn't take long to determine our new powder coated frame was the culprit. As luck would have it my son Andrew choose to come visit, and it sure helps to have an engineer at your side. We were able to bend the top flanges to flatten them out. This work corrected some error, but we still had over a one eight inch gap between frame and tub in places. There was no way I was going to bolt the two together like that. The engine, transmission, and rear end were all assembled to the frame plus the front cross member along with brakes and all new stainless tubing were in place. My engineer had the solution! Andrew suggested placing the tub on the frame, and locating it as close as possible to its final position.

Next, I cut some oak veneer into two inch wide strips and he filled the gap by slipping in the pieces one at a time, cut their length and marked them 1,2,3, etcetera, until the gap was filled. Now the job got messy, since those pieces needed to be glued to the tub bottom. The veneer was less than one thirty second inch thick and made for a beautiful contoured tub bottom to fit the distorted frame top.

We learned that the car had been in a wreck and both the left side fenders had been replaced. The left back fender just wasn't the right shape so we picked up a new one at Morgan Spares that was correct. The left front fender was not perfect, however with some work it will not be noticeable.

My good friend Bob Hand made one fender patch for me and introduced me to MIG stitch welding. My visits to several weld and body shops left me with no choice, due to cost, but to purchase a MIG welder and learn how to use it. Turns out I've had to do a lot of old part welding repairs and it was well worth the trouble to pick up another skill.

About this time in our rebuild, a friend from the Corvette Club invited us to a shop in Wallingford called, Innovative Restorations. The young man, Alan Bradley, who owned the business put on an excellent presentation and also introduced us to Chris Pelliccio who does wet blasting. I asked a friend Charlie to bring his truck over and help



me move three fenders, a bonnet and cowl to Northford. We loaded up and started down the road when I asked why we were going so slow. Charlie told me that his brakes were acting funny and I started to sweat. It was around 5:00 PM, getting dark, and we literally caused quite a highway slow down. We finally got to Northford, and Chris's place on Rt 17 when Charlie thought he saw the driveway on our left. He swung the truck across busy Rt 17 and stopped because there was no driveway. What to do, horns were blaring and Charlie decided to jump the curb, go across the lawn to our business destination. Wow, what a ride, you've got to watch these old guys.

With all the paint removed we primed and then assembled the car. Getting all four fenders in their proper place is quite a trick. Larry, from Morgan Motors of New England gave me some measurements and also recommended having the permanent tires and wheels in place to help position the fenders. So off we went up to Copake to have the old tires and wire wheels checked. At this point I thought the old tires would need to be replaced. Surprise, surprise, Larry said the tires looked fine, inside and out, but the rims were in terrible shape, four out of five needed replacing!. So we ended up with the good old tires mounted up on sparkling new wire wheels.

Now we got to the business of welding up the multiple fender bolt holes and using just the originals. A good friend Joe, told me about the NUTTY BOLT CO. down in Milford and what a great place for any type, particular stainless steel, of bolts and nuts you could need. Let me tell you it took bags and bags of bolts, nuts, and washers to hang our Morgan together. When it comes to the Cowl, it really helps to have young nimble fingers holding the nut. In place of five holes or slots for mounting on each side, our cowl had 10 to 15 holes. Someone had a lot of trouble mounting the cowl before we got the car and it's a good thing, by now, I had a lot of practice welding up holes.

At this time we had a party with many friends and advisors attending to look at our car in the rough and further advise me on the mistakes or cot-



ter pins I forgot to install. Ted Lucas and Spider Bulyk from our Morgan club gave the car a good once over. It's hard to beat the practical advice and knowledge, these (been there done that) kind of guys have. I also had Adam Bradley come over to see if he would be interested in painting the car. To say he was interested would be an understatement! He doesn't get to many cars coming into his shop in pieces, to be painted

that way. Come to find out, he was an art student when my wife taught in Sheehan High School some 10 plus years back. This was an exciting time, the car's finish was in sight.

Photos:

Top: New dash in place - NICE!

Bottom: First rollout - always an exciting day! Lots more work to be done though, right Erwin?

SOME GUY (and his Morgan)

“You see, Steve,
I REALLY do
have a Morgan!”

Photo:
Jay and his '32 Morgan Trike



AT MOGWEST 2019

Reprinted from the August 2019 Format, newsletter of the Southern California Morgan club with permission of the editor. ed

Last month in Cambria at MogWest 37, the International Society of Four Passenger Drophead Coupe owners gathered to welcome its newest member Bruce Koyle. Representing more than 10% of the society, pictured above are Fred Klein, Paul and Mary Lukes, Michael and Janine Hattem, Bruce Koyle, Dennis Glavis, Barbara and Gerry Willburn





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The Cape Cod Summer Run

Larry Sheehan



What a perfect day! The skies were clear and the forecast was excellent right on through until late night. With temperatures in the high 70's and expected to rise into the low 80's, it was ideal conditions for a successful mid-summer Morgan event on Cape Cod.

And now for the lineup:

First to arrive a tad bit ahead of schedule was a beaming Glenn Bryant in his always perfect Pacific blue 2003 Plus 8. Glenn is just back from his First Place finish ("in-group" as well as "overall") at Race America in Wisconsin. What a great achievement ! Fortunately for us, Glenn and Helen are here on the Cape at their Dennis home for the summer.

And right on Glenn's heels was Jamie Goodson with his son James in their British Racing Green 1989 Plus 8. Jamie and his son drove from Marshfield on the mainland and brought with them a treasure trove of information regarding the upcoming Morgan factory sponsored event in Newport RI the first week in October.

NOTE: Since many members of the club wish to bring Autumn MOG back to Newport in 2020, it is our intent to launch an exploratory discussion with the Audrain Museum while we are at Newport in October. This is a very exciting development in Newport specific to the Morgan marque and bears further discussion going forward..

Photos:

Top: The 'boys' Jamie and James Godson, Glenn Bryant, Bill Gartland, Glenn Bryant and Steve Lipton display their social graces

Bottom: The 'Concours' lineup in Larry's drive





Also climbing the steep hill to the house was Alison DeKleine in her blue 1980 4/4 4-seater. Alison made the trip from Swansea, MA and this is one of the first times in recent memory that the weather was kind to Alison while coming to the Cape.

Sue and I had invited Steve Lipton and his wife Angela to come along as our guests. Steve knows more about Plus 8's with the Land Rover/Buick engine than most and has very kindly shared his knowledge with many a Morgan owner. Although Steve and Angela made the trip from Chatham (home of the majority of Cape shark sightings) in their early MGB, we continue to hope that they might find a Morgan that will entice them. (Perhaps in Newport in October !)

Bill and Maura Gartland and as well as Lee and Anne Higdon arrived and both cars graced the lineup in what could have passed as a Concours d'Elegance. Bill and Maura have a stunningly "give me a ticket" RED right-hand drive 1985 4/4 and the Higdon's

from Harwich Port on the outer Cape, have a new 2005 coral green Roadster..

We received word that Jerry Murphy and Cameron were running late and would catch up with us for lunch (arriving in Jerry's iconic and well known bumble-bee yellow 1967 Plus 4). Jerry and Cameron had a bit of a trek from Newton (just to the west of Boston) to Scituate (on the south shore) and then on to Falmouth. Whew! Talk about road warriors. Jerry and Cameron have never been unwilling to travel great distances to party !

So with that lineup, the usual Morgan socializing ensued, catching up on the past year and all the changes that it has brought. Laughter and loud conversation rolled through the hills of Ballymeade as stories were told and the punchlines were heard. We all hung out on the deck for a while but decided to head out for a leisurely drive at about 11:30. Now we know that no one will believe us but, we can proudly report that over the course of just over an hour, all of our caravan moved as a unit. No one

was lost. No flat tires. No breakdowns. No other cars cut us off. AND ... we all stuck together. There's a first time for everything.

The back roads of Falmouth are infrequently travelled and then only by locals. These are the roads where the fresh water ponds and lakes are. This is where cranberries are grown in bogs and working produce farms reside. This is where you can still buy fresh eggs or go horseback riding. We drove those roads from inland on out to West Falmouth harbor. No pressure; no real schedule; just breathing in the beauty of the day; out for a meandering drive with good friends. Albeit, at one stop near West Falmouth Harbor, the best comment of the day came from a young boy of eight or nine who said to his mother something to the effect of ... "Look Mom, a Morgan GANG". Said without malice and we suspect was meant to be a compliment of high praise.

We had a lunch reservation at the Cape Club in Falmouth at the Ballymeade Country Club; a restful perch

which looks out over the verdant rolling hills of the golf course of the same name. Not that I'm a golfer, but it is a great back-drop for lunch and a pint with road warriors and fellow travelers of the roads less travelled on Cape Cod in summer.

No hurry, no worries, just catching up.

Party On! And hey, what about Newport as the venue for Autumn MOG 2020 folks.

Photos:

Right: Steve and Fearless Leader/Host Larry

Bottom: Morgan preferred parking for lunch

Opposite page:

Mounting up for the lunch run



Goodbye Old Blue

Way back in 2005, former president Bill Alexander, with the help of West Coast friend Gerry Wilburn, discovered a rare and unique Morgan Plus 4 Flat Rad Drophead Coupe rusting away in a back yard in California. He decided it was worth saving. After several years of painstaking and meticulous restoration work accomplished partly on both coasts, and after campaigning the car on both coasts, Bill finally accomplished his goal of a Best In Show win at Autumn MOG 2015.

Alas, several months ago, with a dry eye but perhaps a slightly heavy heart, Bill said goodbye to Old Blue as it was loaded on a transporter headed for its new home. Not to worry, Bill and Sheila still have 5 Morgans in their garage and barn.

I tried to interest Bill in the rarest of the rare Four Seater Drophead Coupe now for sale on Hemmings, but he claims he has done his last Morgan restoration project. I guess he has done more than his share of keeping these classic icons on the road and in good repair.



Finding a GPS Fit For a Morgan

Jonathan Kinghorn

Normally, I have a good sense of direction, but lately this seems to have deserted me. On a long-ish drive to an unfamiliar location recently I got hopelessly lost on the way there, and again on the way home!

I didn't have a passenger to navigate, and resorted to Google Maps on my cell phone. Whenever I reached for the darn thing, however, it had gone to sleep. By the time it was awake I needed both hands to drive. If I managed to consult it while moving the screen was invisible in the sunlight or too small to make out the details. Sometimes I couldn't find myself on the map, and on occasion the map would inexplicably change from the local street layout to the whole of New England. If I tried to enlarge the map to see the miniscule route numbers and street names it would get bigger, but the captions would stubbornly stay the same tiny size—and then vanish. Then it started raining, and as I got stuck in Friday afternoon rush hour traffic in parts of Boston I never knew existed, the phone's battery died. In short, I was not a happy bunny.

Road signs were no help either because here in Massachusetts they are generally conspicuous by their absence. During World War Two the UK took down all street name and directional signs so German aircraft wouldn't know where they were (how they were expected to read them I never could understand). Anyway, I sometimes wonder if an irrational fear of the Luftwaffe might explain why there are so few signs in Massachusetts? Motorists here are seemingly expected to be locals, and to know exactly where they are and where they are going. Away from the highways, directional signage and road names seem to be virtually nonexistent—or at least they seem to be when I need them most. How visitors cope, I have no clue. Rant over.



I decided that what I needed was an aftermarket GPS designed for use in cars. Unfortunately, none of the ones I checked out would work for me in the Morgan. For one thing, battery life is limited and they need a power supply. Furthermore, as with a cell phone, bright sunlight makes the screen extremely difficult to see. And with all the noise in the Morgan's cockpit, I wouldn't be able to hear the spoken directions, even at full volume—evidently none of the aftermarket systems comes with

an audio-out jack for plugging in headphones or ear buds.

There is, however, Bluetooth technology for exchanging data wirelessly using

Photos:

Top: The remains of the motorcycle mount screwed to a scrap of wood shaped to fit the glove box exactly.

Bottom: The mount in situ, showing the strip of wood added to discourage glovebox contents from flying out.



the GPS will soon put me right. Below 60 mph I have no trouble hearing it, and regular roads are where I most need help.

Power proved to be the biggest problem because motorbike systems are designed to plug into the bike's supply through their mounts. The devices I looked at all had the long battery life I was looking for, but this didn't help me in practice. When using its battery, my GPS runs with a dimmed screen to conserve power, and isn't very visible; I needed a regular power supply after all! The solution was to fit a period-correct cigarette lighter discretely under the dashboard so I could run the GPS from there with the cable supplied for in-car use.

I also had to attach the device to the car somehow. Mo-

torcycle GPS devices come with substantial handlebar mounts from which they can be unclipped to prevent theft. My system also came with a car windshield suction mount, but the tiny rectangle of glass on my Plus 4 is already cluttered with stickers, a mirror, and aero screen stanchions, not to mention the occasional GoPro camera or transponder; I had to devise an alternative.

Fortunately, I was able to adapt my system's bike mount by cutting off the power cables, discarding the parts that attach to handlebars, and screwing the remnants to a scrap of wood shaped to fit the bottom of my (doorless) glove compartment exactly. I kept the adjustable arm that enables the screen to be placed where it can best be seen. Although the GPS device is heavy and cantilevered out from the glovebox on the arm, the wooden base is held snugly and does not need to be fixed in any way. The device clips in and out, but the whole assembly can be removed easily at the end of a drive. There are no fixtures or telltale marks to suggest that there was ever anything period-incor-

rect present.

With so many cars today featuring GPS as standard, and the ubiquity

ing short-wavelength UHF radio waves. It is widely used for connecting devices that are found close together, such as cell phones and earpieces, for example, and is a feature of some car GPS devices. Despite the various drawbacks outlined above, I was persuaded to buy an aftermarket Bluetooth system, having been told in the big box store that I could pair it with Bluetooth ear buds or headphones.

They lied! I found out the hard way that car GPS devices can only play nice with cell phones, not with any other Bluetooth devices. So, the partly set up GPS went back for a refund, and I was back to square one.

Exasperated, I asked the guys at the online GPS store if there was anything available that would meet my needs—good battery life, a screen viewable in sunshine, and compatibility with Bluetooth headphones. And there is! What I needed was a GPS designed for use on a motorbike. These, not unsurprisingly, have many motorbike-friendly features. They are generally rugged and weather-resistant, for example, and are often designed to be simple to operate through a touch screen while wearing thick gloves. They are more expensive

than a regular auto GPS - sometimes much more so - but they meet my needs, and work well in the context of a Morgan. I opted for a Garmin ZDmos 595LM.

Motorbike GPS screens are used in the open air and have to be visible in bright light, so they're good in convertibles too. Screen protectors to reduce reflections help further, and you can even buy flexible hoods to shade them. I bought a Glare Stomper (Model 322), but haven't used it yet as I rarely look at the screen while driving. Motorbike GPS devices use Bluetooth technology to connect wirelessly with compatible helmets with built-in speakers so riders can hear directions (and music from their cell phones) as they go. All you need in the Morgan is a compatible Bluetooth earpiece and you can get directions and other information fed directly into your ear as you drive, which is nicer than it probably sounds.

A Morgan cockpit can be a noisy place, however, and I find that at highway speeds I can't hear the GPS's directions. But in practice I don't really need them because there are enough directional signs on highways. As long as I know which exit to aim for, I'm golden, and if I somehow take the wrong one,

of cell phones armed with apps like Google Maps and Waze, I don't see funding for improved road signage becoming a priority any time soon. For navigationally-challenged people like me, GPS is increasingly important, especially when driving solo in unfamiliar territory. As I have shown, you can find something suitable for a Morgan, but I think that manufacturers are missing an opportunity here; their ranges should include products designed specifically for convertibles that combine the best features of the devices sold for cars and motorcycles, and have versatile mounting options.

Most of the time I don't need my GPS, but I'm becoming increasingly grateful for it when I do, and am enjoying it too. I am discovering its capabilities and its limitations, and learning to live with

them both. The weak link in the system is the earpiece, which has a limited battery life and poops out on longer journeys. I now know to switch it on only when I really need it. If need be, I can always glance at the top of the GPS' screen for the distance to the next turn and which direction to take.

As well as getting me to my destination, the GPS will put me back on track if I deviate from the route it's given me, and can (for a fee) warn of upcoming traffic problems. It will also find recreational routes—I can tell it how far I want to go or for how long, and it will suggest linear routes or circuits. It can even offer hilly/bendy motorbike-friendly alternatives that are awesome for Morgans too! There are lots of map style options to play with and you can have fun changing the vehicle icon that

marks your location (unable to find a roadster like mine, I opted for a 1934 Morgan three-wheeler found on a website that has since vanished.) I don't get lost so often these days, which is great—but my challenge now is to remember to bring the GPS with me!

Photos:

Below: The GPS screen is easy to see and does not obstruct the windshield.

Opposite page: The GPS device clicked into the mount and connected to the cigarette lighter power source.



TECH TALK

(From Our NEW 4/4 Tech Advisor)

Hello from Jersey. It's Rich (Mickey) McGuire, Morgan club member. Hope all is well. I emailed you at the end of last year, because I had a problem with my engine running real fast and I had no way of stopping it, other than turning it off. Well I still have the issue. soooooooo. I think I'll have the carb rebuilt. (it's a 2 bbl Weber). Do you have any suggestions as to who I might send it to?

Let me know if you have a contact, thanks in advance for your help.

Take care & have a good safe summer.

Mickey

Hi Mickey,

Running too fast is typically a sign of a vacuum leak. If you've really narrowed it down to the carburetor, before you spend money having it rebuilt you should really consider just replacing it. The Weber 32/36 DGV is readily available from Pierce Manifolds for around \$225.00. Unless you're doing the rebuild yourself, you'll spend the same amount (or more) rebuilding an old worn out carburetor. If the carburetor is more than a few years old it's likely worn around the throttle shaft and won't be worth repairing. Assuming the car was previously running well, you can use your existing jet sizing to re-jet the new one.

If you do chose to rebuild it, try to find someone who is able to ultrasonically clean the carburetor. The small internal passages are otherwise hard to clean correctly.

Cheers!

Morgan (*Malone*)



2005 Roadster for Sale

This Roadster is done in two Aston Martin colors with maroon leather interior. The car has 50k on the clock, all but 3k of that done by the Buckleys. The first owner had the car less than a year before selling it to them. The cloth top has quarter windows and zippered rear window; leather rimmed Moto-Lita steering wheel, 5k on Michelin Pilot Sport tires, stainless door stops, leather bound factory build book. This Roadster has no mechanical anomalies or problems(e.g., the revs do not drop when AC is turned on) as experienced by some Roadster owners. Call Judy(919-606-2054) or Pat (919-606 1944) for additional info or pics. Asking 80,000.

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larry_sheehan@post.harvard.edu
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Andrea Lucas

andrea.lucas@snet.net
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